

*Presentation at Annual SERC Research Review*

*Nov 10, 2010*

*College Park, Maryland*

v1.1

# Overview of Systems Engineering Research at Georgia Tech

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Report Documentation Page				Form Approved OMB No. 0704-0188	
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1. REPORT DATE <b>NOV 2010</b>		2. REPORT TYPE		3. DATES COVERED <b>00-00-2010 to 00-00-2010</b>	
4. TITLE AND SUBTITLE <b>Overview of Systems Engineering Research at Georgia Tech</b>				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) <b>Stevens Institute of Technology, Systems Engineering Research Center (SERC), 1 Castle Point on Hudson, Hoboken, NJ, 07030</b>				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT <b>Approved for public release; distribution unlimited</b>					
13. SUPPLEMENTARY NOTES <b>Presented at the 2nd Annual SERC Research Review Conference, 9-10 Nov 2010, College Park, MD. SERC is sponsored by the Department of Defense. U.S. Government or Federal Rights License</b>					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT <b>Same as Report (SAR)</b>	18. NUMBER OF PAGES <b>46</b>	19a. NAME OF RESPONSIBLE PERSON
a. REPORT <b>unclassified</b>	b. ABSTRACT <b>unclassified</b>	c. THIS PAGE <b>unclassified</b>			

# Contents

- ➔ • Introduction
- Selected SE-related efforts
  - Professional Masters in SE (PMASE)  
*Bishop, et al.*
  - Tennenbaum Institute (TI)  
*Bodner, Rouse, et al.*
  - GTRI SE Initiative  
*Ender, et al.*
  - Aerospace Systems Design Lab (ASDL)  
*Mavris, et al.*
  - Model-Based SE Center (MBSEC)  
*McGinnis, Paredis, Peak, et al.*
- Summary

# Georgia Tech Fun Facts



1885

Founded  
in  
Atlanta

*Faculty*

5 Professors  
5 Shop Supervisors

*Students*

129 undergrads in  
Mechanical  
Engineering



1903

First full-time  
football coach

*John  
Heisman*



1948

Renamed  
*Georgia  
Institute of  
Technology*

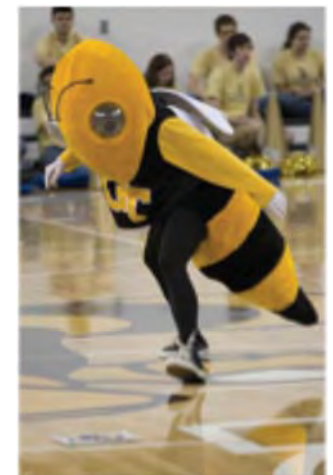


1996

Served as  
Olympic  
Village for  
10,000+  
athletes/staff



Mascots



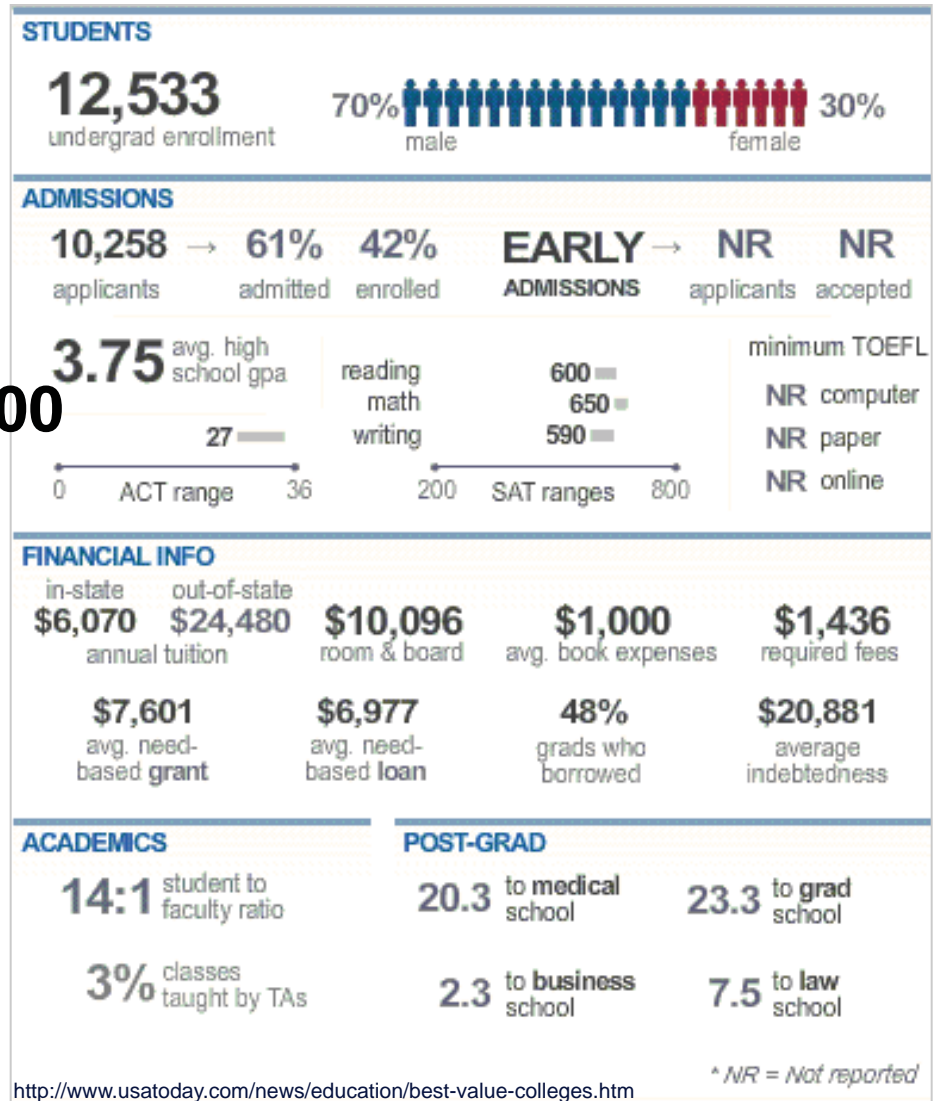
# Georgia Tech Statistics

## Students

- undergrad: ~12,000  
 - grad: ~8,000  
 total: ~20,000

engineering: ~11,000

## The Princeton Review 100 Best Value Colleges for 2010



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# Professional Masters in Applied Systems Engineering

[www.pmase.gatech.edu](http://www.pmase.gatech.edu)

## The degree program:

- Targeted to working professionals (5+ years experience)
- Convenient format combining distance learning and onsite interactions
- An applied degree taught from an enterprise view
- Relevant tools for solving real world problems





# The PMASE Curriculum

## Core Curriculum

ASE 6001: Fund in  
Modern SE

ASE 6002: Sys Design  
& Analysis

ASE 6003: M&S for SE

ASE 6004: Leading  
SE Teams

ASE 60X5: Advanced  
Topics in SE

- SysML
- HSI

ASE 6006: SE Lab

SE Processes  
& Techniques

Integrated SE  
Mgt

SE Tools,  
Standards,  
Languages

Domain  
Specific  
Engineering

Complex  
Systems

## Complex Systems Curriculum

ASE 61X1: Domain Elective  
in Synthesis &  
Analysis

- Vehicles
- Sensors
- Info Systems
- HSI

ASE 6102: SOS &  
Architectures

ASE 6103: Lifecycle &  
Integration

ASE 6104: Complex Systems  
Capstone

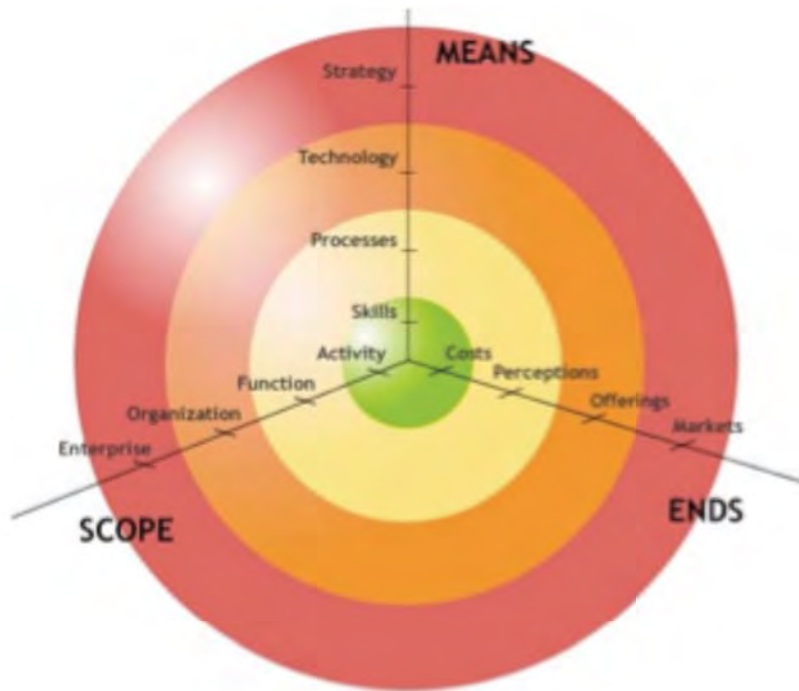


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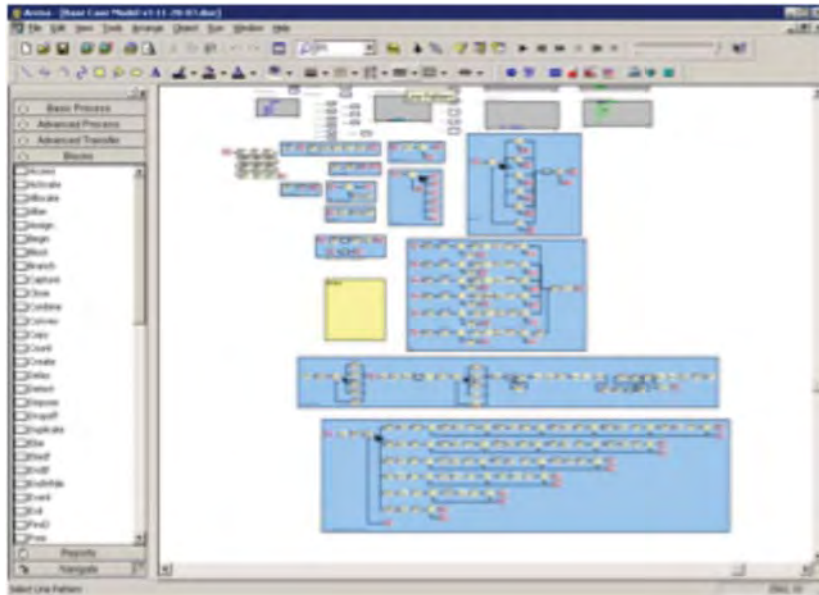
See also our work  
in RT16 and RT25





- Interdisciplinary research
- Understand and enable fundamental change of private and public sector enterprises
- Defense acquisition
- Services
- Energy
- Enterprise integration
- Global manufacturing
- Health care

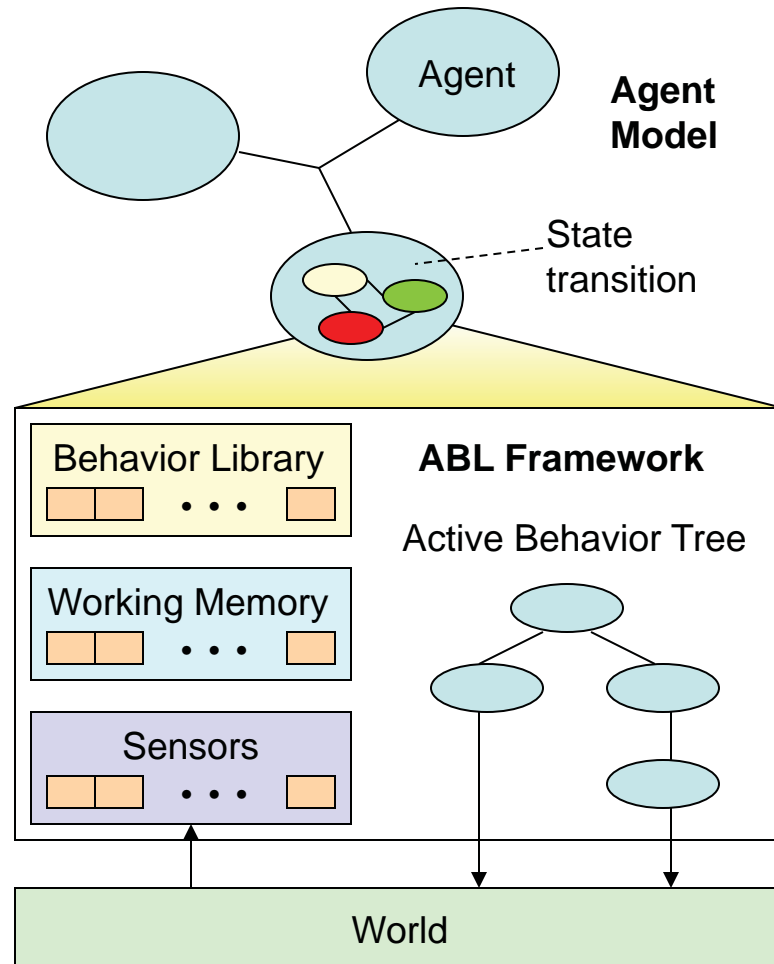
# Defense Acquisition



Weapons systems progress through the acquisition lifecycle, including sustainment. The impacts on cost, schedule performance and risk are compiled.

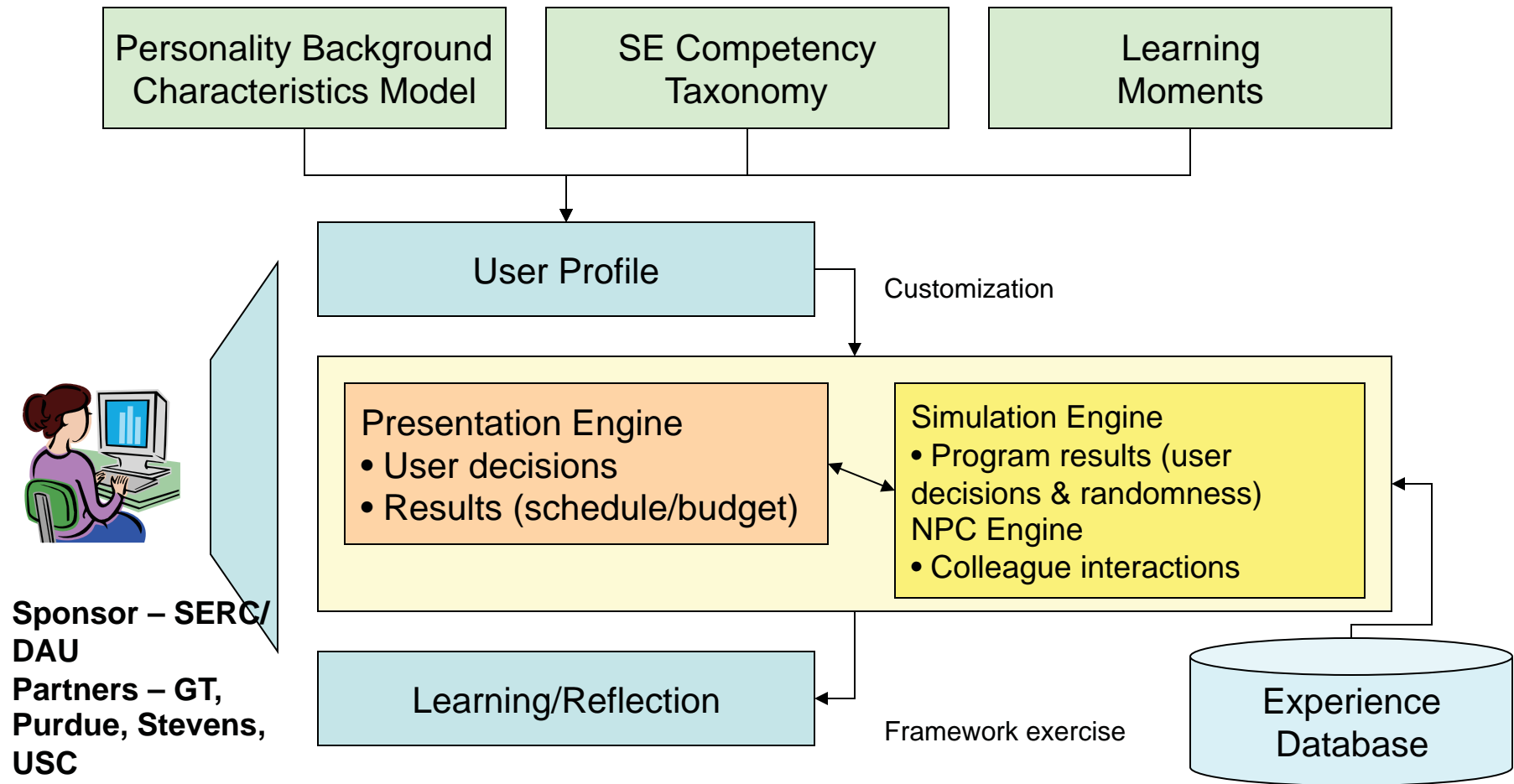
- Goal – investigate relationships between evolutionary acquisition, system modularity and production level
- Findings
  - Evolutionary acquisition tends to reduce program costs but increase enterprise costs
  - Modularity tends to increase development cost and decrease sustainment cost
  - High modularity tends to lower overall acquisition cost and mitigates the overall cost associated with high production
- Sponsor – Navy/NPS

# Defense Acquisition and Organizational Simulation

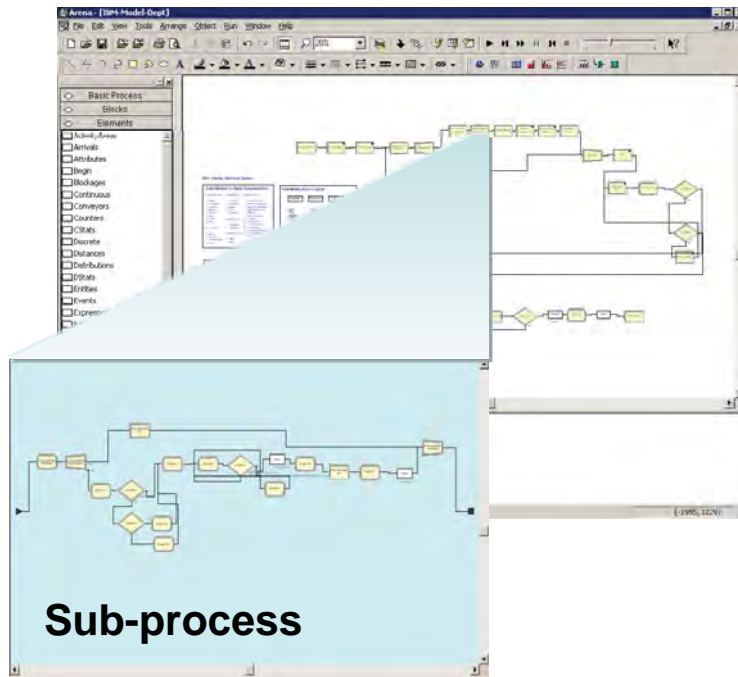


- Goal – represent organizational phenomena in simulation models (agent-based, discrete-event, system dynamics)
- Incorporate interactive computing concepts (character programming and drama management)
- Application to Predator acquisition:
  - Multi-actor decisions
  - Lead service selection
  - Military utility determination
- Sponsor – Air Force

# Defense Acquisition and Systems Engineering (RT-16)



# Services

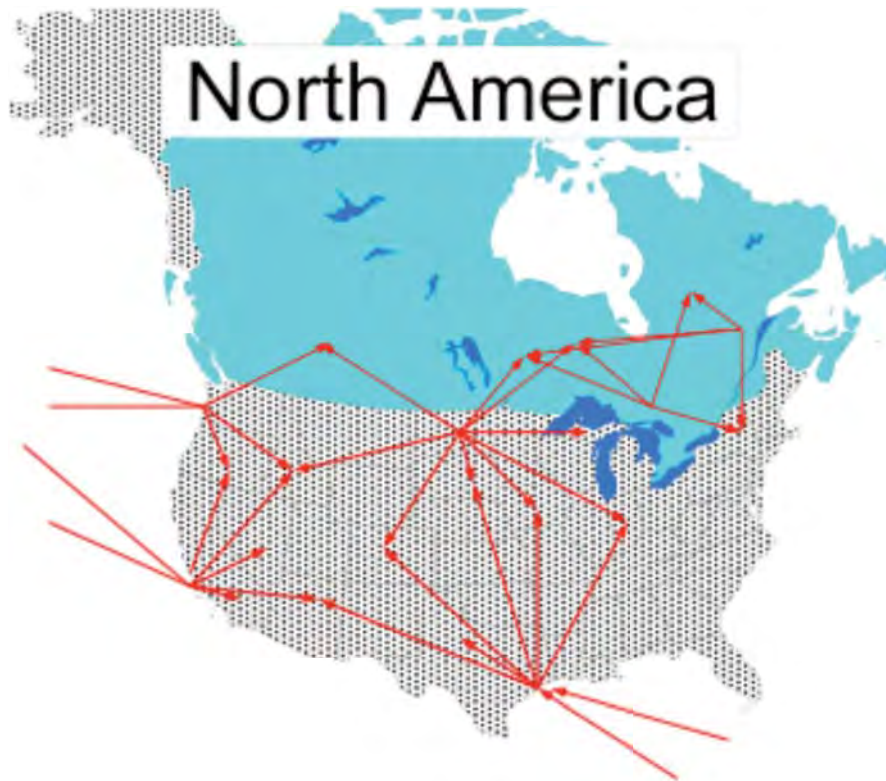


Requirements and designs are represented as information artifacts that evolve and change as they traverse processes

- Services constitute a majority of GDP
- Engineering design as a service – computer servers
- Time to market is key
- GT modeled and simulated computer server design processes
- Organizational designs and skill level mixes have a major impact on service effectiveness
- Sponsor – IBM



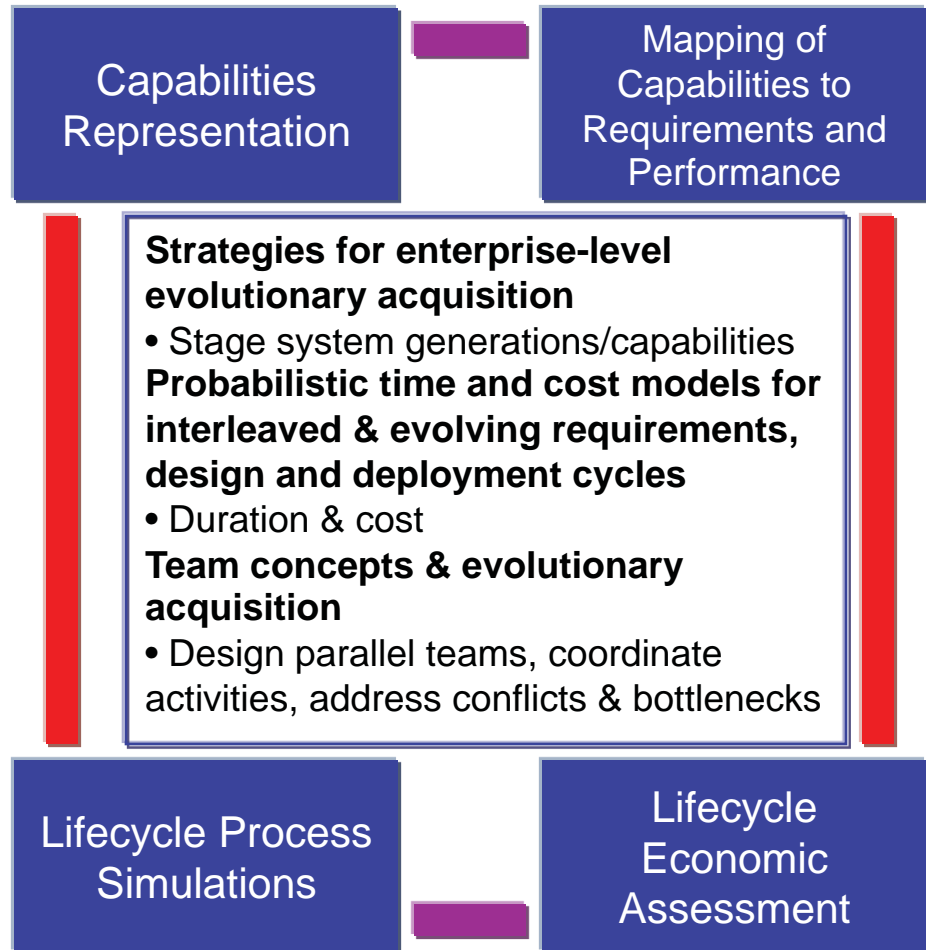
# Energy



- Wind energy systems integrators face major cost issues in transport of components
- Multiples of \$100M annually
- GT developed an optimization tool for sourcing and transport of components
- Spreadsheet-based with trade-offs between usability and speed
- 10-15% cost reduction on sample runs vs. manual approach
- Sponsor – GE Energy



# Enterprise IT Integration (RT-25)



- Enterprises face new challenges, requiring new capabilities
- This involves integration of new capabilities
- How are these translated in a disciplined manner to IT requirements
- This occurs in an evolutionary environment
- Need for tools
  - Represent capabilities and requirements
  - Facilitate experimentation and what-if analysis
- Sponsor – SERC
- Partners – GT and USC

# Contents

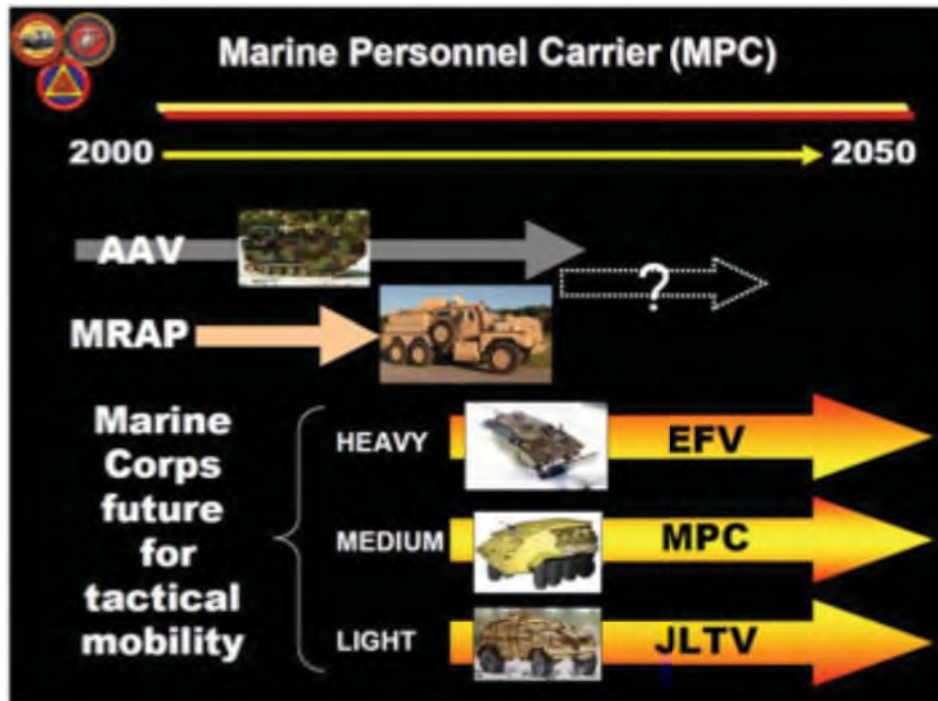
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Decision-makers  
afforded novel real-time,  
panoramic view of trade-  
offs and parametric  
sensitivities via  
advanced visualization  
features

Research conducted on  
capability-focused and  
inverse design to identify  
solutions that meet  
dynamic requirements



**Real-time collaboration and decision making in a secure  
environment to solve real-world problems**



*Mobility*  
C-17 Transportable  
Swim/Fording

*IED Protection*  
Direct Fire Protection  
Scalable Armor

**Performance**



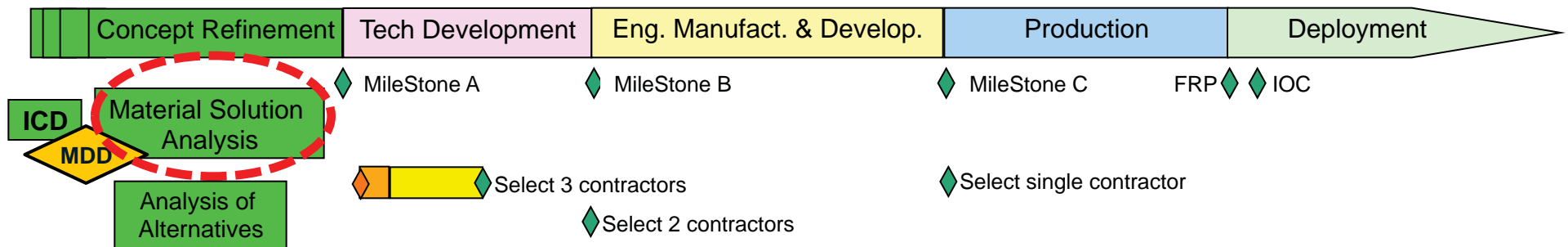
**Protection**

**Payload**

*Combat Loaded Marines*  
*Days of Supplies*

performance payload

protection



### Requirements Definition

Current toolset used to analyze selected mobility requirements and associated costs

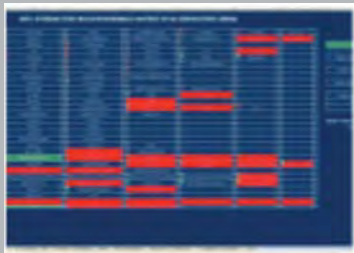
### Source Selection

Current toolset may be used to assist source selection planning

### Outcomes

- Better defined requirements with enabling performance
- Getting proposals that are closer to our goals, reducing risk to cost and schedule
- Guidance towards source selection

### Sub-system Technology Selection Tool



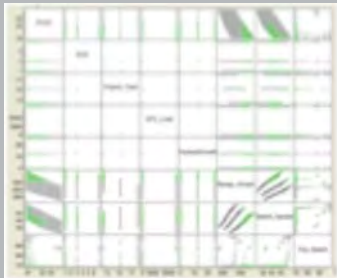
**Compare and prioritize  
technology**

### Vehicle Performance Generation Tool (VPGT)



**Generate valid  
design solutions**

### Statistical Data Analysis

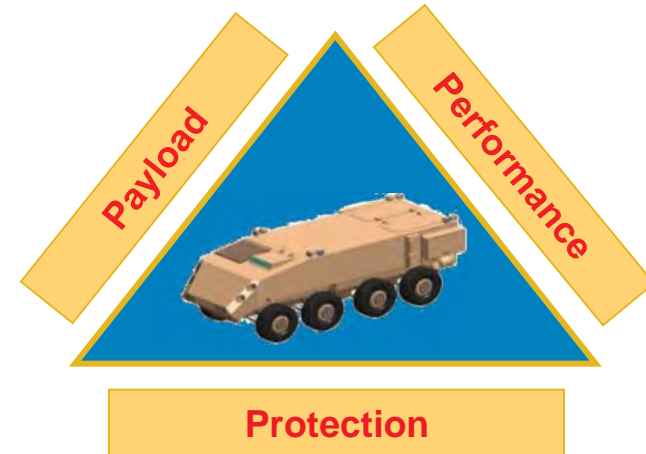


**Design space  
exploration**

### Vehicle Comparison Tool (VCT)



**Compare valid  
design solutions**



**Output** : Recommendations for a  
**balanced, achievable**  
requirements document for MPC



Navigate through the possible combinations through:

- A series of technology compatibilities (i.e. some technologies options for one subsystem may not be compatible with technologies in another subsystem)
- Technology filters (i.e. all must be at least a TRL = 8)
- Technologies that will benefit important requirements

**MPC INTERACTIVE RECONFIGURABLE MATRIX OF ALTERNATIVES (IRMA)**

Swim Capability	Integral Stern	No Swim	Payload/Aircrew Removal	Deal Cooling	Air Bladder
Swim - Propulsion	Propeller	Jet Pod - Shaft Driven	High Thrust Pod - Shaft Driven	Jet - Hydraulic Driven	Jet - Electric Motor Driven
Front Suspension Architecture	SLA (Front)	Live Axle (Front)	Strut (Front)		
Rear Suspension Architecture	SLA	Live Axle	Trailing Arm	Strut	Multi-Link
Suspension Actuation - Spring	Coil Springs	Leaf	Torsion Bar	Air Bag	Hydropneumatic
Suspension Actuation - Damper	Passive	2-stage switchable	Continuously Adjustable SV	Continuously Adjustable MR	
Steering	1 & 2	1, 2, & 4	1, 2, 3, 4		
Chassis Systems - Brakes	Hydraulic Brakes	Pneumatic Brakes	Pneumatic over Hydraulic Brakes		
Chassis - Run Flat	Hutchinson	Drive Dynamics			
Chassis - Tires	Michelin XM1	Michelin XZ1	Ground-Medium Tactical		
Powertrain - Main Powerplant	CI - Inline	CI - Vee	Turbine		
Electrical Power Generation	Alternative	Deal Alternator	ISG/ISA		
Electrical Storage Architecture	Lead Acid	Carbon Foam Lead Acid	Ultra Cap		
Powertrain cooling - Radiator	Braced Aluminum Tube	Aluminum Bar & Plate	Copper Bracs		
Powertrain Cooling - Charged Air Cooler	Air to Air	Air to Water			
Powertrain Cooling - Oil Cooler	Oil to Air	Oil to Water			
Powertrain Cooling - Fuel Cooler	Fuel to Air	Fuel to Water			
Powertrain Cooling - Condenser	Mechanically Assembled	Braced Tube & Fin			
Powertrain Cooling - Engine Cooling Fan	Hydraulic	Mechanical	Electric		
Thermal Systems - Climate Control	Enhanced R134a	CO2	Alternative Non CO2		
Thermal Systems - Waste Heat Recovery	No Waste Heat Recovery	Thermal Acoustics	Metal Hydrides		
Driveline - Transmission	5 Speed A/T	6 Speed Wide Ratio A/T	2 Speed A/T		
Driveline - Transfer Case	Electric Hybrid Trans	Continuously Variable Trans (CVT)	Integrated Trans/Transfer Case		
Driveline - Differentials	Passive Locking Single Speed Transfer Case	2 Speed Transfer Case: Mechanical Locking	4 Speed Transfer Case: Torque Vectoring		
Driveline - Hubs	Differential - Open	Small Size Limited Slip (LSO)	Electric Lock	Differential - Torque Vectoring	Torque Vectoring Axle
Driveline - Shafts	Bevel Gear	Bevel Gear Next Generation	Planetary Gears		
TRL	1	2	3	4	5
TRL	7	8	9		

Darker circle indicate technologies within a subsystem group that has the greatest impact on the variability of the highest ranked requirements

Subsystem attributes may have little impact on requirements attributes



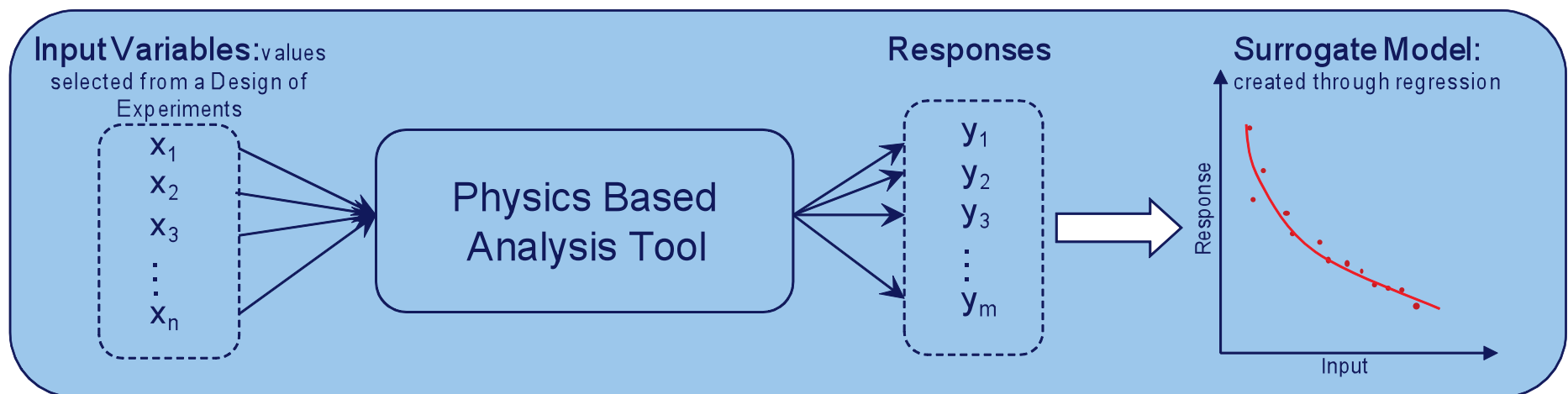
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- Technologies that will benefit important requirements

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Swim Capability	Integral Drive	No Drive	Pushoff/Rowed External	Heat Cooling	Air Bladder
Swim - Propulsion	Propeller	Air Prop. Skirt Drive	High Thrust Prop. Skirt Drive	Air - Hydraulic Drive	Air - Electric Motor Drive
Front Suspension Architecture	SLA (Front)	Live Axle (Front)	Steer (Front)		
Rear Suspension Architecture	SLA	Live Axle	Trailing Arm	Steer	Multi-Axle
Suspension Actuation - Spring	Coil Springs	Leaf	Torsion Bar	Air Bag	Hydro-pneumatic
Suspension Actuation - Damper	Pneumatic	2-Stage Adjustable	Continuously Adjustable SR	Continuously Adjustable MR	
Steering	1 & 2	1, 2, & 4	1, 2, & 4		
Chassis Systems - Brakes	Hydraulic Brakes	Pneumatic Brakes	Pneumatic over Hydraulic Brakes		
Chassis - Run Flat	Run-flat tires	Drive Shafts			
Chassis - Tires	Michelin RMB	Michelin XZL	Scrubber Medium Tactical	Scrubber Heavy Tactical	
Powertrain - Main Powerplant	CI - In-line	CI - Vee	Turbine	DBTC	
Electrical Power Generation	Alternator	Dual Alternator	Stator/A		
Electrical Storage Architecture	Lead Acid	Carbon Fiber Lead Acid	Ultra Cap	SuperCap	Lithium
Powertrain cooling - Radiator	Brazed Aluminum Tube	Aluminum Bar & Plate	Copper Brass		
Powertrain Cooling - Charged Air Cooler	Air to Air	Air to Water			
Powertrain Cooling - Oil Cooler	Oil to Air	Oil to Water			
Powertrain Cooling - Fuel Cooler	Fuel to Air	Fuel to Water			
Powertrain Cooling - Condenser	Mechanically Assembled	Brazed Tube & Fin			
Powertrain Cooling - Engine Cooling Fan	Hydraulic	Mechanical	Electric		
Thermal Systems - Climate Control	Enhanced FIDRs	CO2	Alternative Non-CO2		
Thermal Systems - Waste Heat Recovery	No Waste Heat Recovery	Thermal Assemblies	Metal Hydrides	Thermal electric	
Driveline - Transmission	5 Speed A/T	8 Speed Wide Ratio A/T	7 Speed A/T	12 Speed A/T	Automated Manual Trans (AMT)
Driveline - Transfer Case	Electric Hybrid Trans	Continuously Variable Trans (CVT)	Integrated Trans/Transfer Case		
Driveline - Differentials	Passive Locking Single Speed Transfer Case	8 Speed Transfer Case - Mechanical Locking	8 Speed Transfer Case - Torque Shifting	8 Speed Transfer Case - Electric Locking	Torque Vectoring Transfer Case
Driveline - Hubs	Differential - Open	Swirl Down Limited Slip (LSO)	Electric Lock	Differential - Torque Vectoring	Torque Vectoring Axle
Driveline - Shafts	Bevel Gear	Bevel Gear Next Generation	Planetary Gears		
TRL	1	2	3	4	5
TRL	7	8	9		

Vehicle architectures may be selected

## Surrogate models



**Bringing Modeling & Simulation Forward in the Decision Making Process**

## MPC VEHICLE PERFORMANCE GENERATION TOOL

### Configuration Inputs

**Chassis Configuration**

Number of Occupants:

Passenger Size (Percentage):

**Engine Configuration**

Engine Type:

Transmission:

Fuel Tank Size (gal):

Exclude S-400 Armor in Config: ☐

Tire Selection:

90000 420 120 Available? ☐

10 00 420 120 Available? ☐

**Arm Systems Configuration**

Weapon Station:

Large Space (Days of Supply):

% GVW Packaged Growth:

### Default Settings

Advanced Inputs/Outputs

Save/Load Vehicle

Export Vehicles to VCT

### Armor Density Inputs

Select A-40 Armor Option:

Select S-400 Armor Option:

Exclude S-400 Armor? ☐

**Save Custom Armor**



### Transportability Results

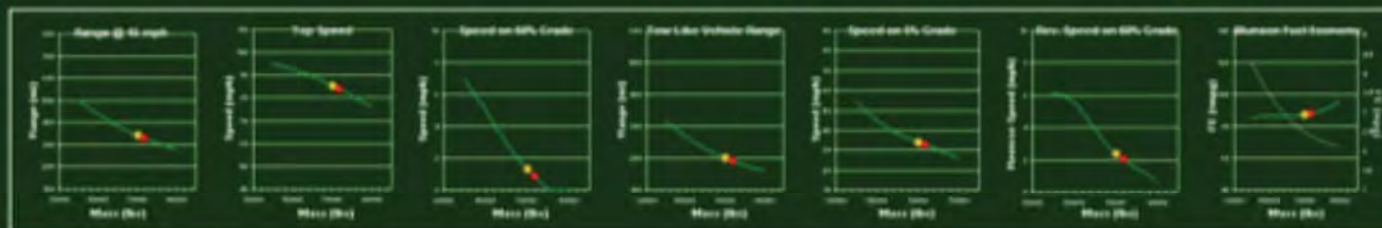
	Air Transport	Ground Transport	Rail Transport	Inter-Modal Shipping	Sea Containers
Curbs	✓	✓	✓	✓	✓
Curbs 2	✓	✓	✓	✓	✓
Curbs 3	✓	✓	✓	✓	✓
GVW	✓	✓	✓	✓	✓
GVW 2	✓	✓	✓	✓	✓
GVW 3	✓	✓	✓	✓	✓

### Performance Results

	Value	Passable	Operable
Range at 40 mph (mi)	100.00	100.00	100.00
Speed on 0% Grade (mph)	100.00	100.00	100.00
Top Speed (mph)	100.00	100.00	100.00
Minimum-Cycle RE (mpg)	100.00	100.00	100.00
Speed on 80% Grade (mph)	100.00	100.00	100.00
Reverse Speed on 80% Grade (mph)	100.00	100.00	100.00
Time Like Vehicle Range (mi)	100.00	100.00	100.00
Maximum Side Slope Angle (deg)	100.00	100.00	100.00
NATO Lane Change Speed (mph)	100.00	100.00	100.00
Maximum Lateral Acceleration (g)	100.00	100.00	100.00
10 inch Half Round Speed (mph) at 2.0g	100.00	100.00	100.00
12 inch Half Round Speed (mph) at 2.0g	100.00	100.00	100.00
1.0" RMS max Speed (mph) at 800	100.00	100.00	100.00
1.2" RMS max Speed (mph) at 800	100.00	100.00	100.00
1.5" RMS max Speed (mph) at 800	100.00	100.00	100.00
1.7" RMS max Speed (mph) at 800	100.00	100.00	100.00
1.74" RMS max Speed (mph) at 800	100.00	100.00	100.00
MMS Jordan Sand V50	100.00	100.00	100.00
MMS Korea Wet V50	100.00	100.00	100.00
MMS Germany Dry V50	100.00	100.00	100.00
MMS V50	100.00	100.00	100.00

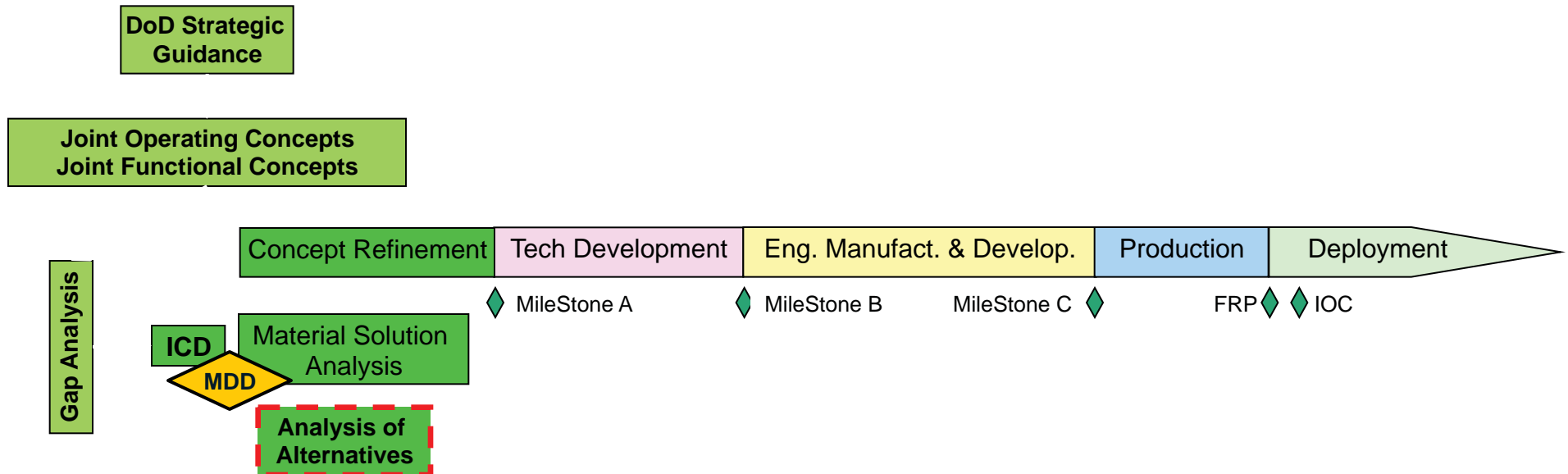


### Sensitivity Analysis



### Mass and Geometry Results

Passenger Compartment Change vs.	
Length	0.00 in
Width	0.00 in
Height	0.00 in
Mass Data	
Curbs	40340 lb
Curbs 2	40394 lb
Curbs 3	40447 lb
GVW	40499 lb
GVW 2	40551 lb
Overall Vehicle Dimensions	
Length	21.00 ft
Width	8.00 ft
Height	7.00 ft



- **GTRI IEWS Program Support**
  - ✓ IEWS Counter RC-IED Technology Discovery
  - Pre-AoA planning
  - Provide Subject Matter Expertise as necessary

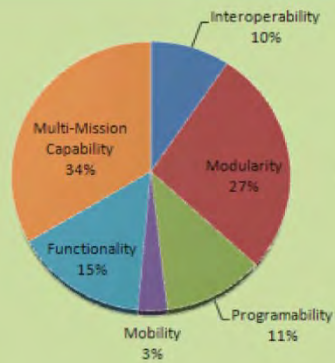
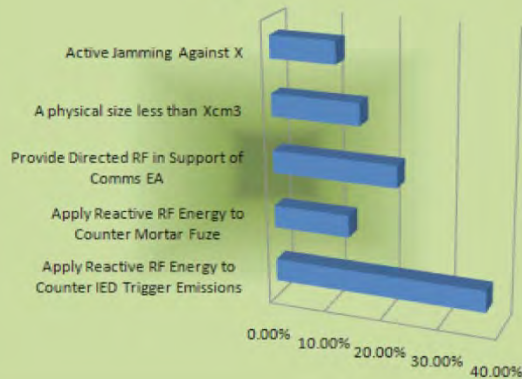


## Capabilities

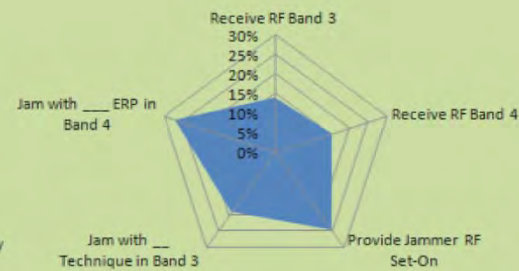


Georgia Tech Research Institute

## Requirements



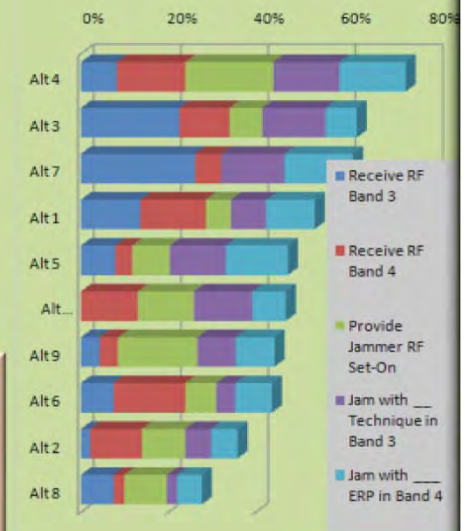
## Functions



## Architecture

Antenna Type	Conformal	Directional	Omni-Directional		
# Receive Channels	1	2	3	4	5
# Transmit Channels	1	2	3	4	5
Transmitter	Solid State	Tube			
Transmit Power /	a	b	c	d	e
Technique	ERP	Software Defined Radio			

## Alternative Scores



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See also our work  
in RT21 and RT24 →



# Model-Based Systems Engineering Using SysML

## *Excavator Testbed (2007-2009)*

### Abstract

This presentation highlights Phase 1 results from a modeling & simulation effort that integrates design and assessment using SysML. An excavator testbed illustrates interconnecting simulation models with associated diverse system models, design models, and manufacturing models. We then overview Phase 2 work-in-process including a mobile robotics testbed and associated SysML-driven operations demonstration.

The overall goal is to enable advanced model-based systems engineering (MBSE) in particular and model-based X (MBX) [1] in general. Our method employs SysML as the primary technology to achieve multi-level multi-fidelity interoperability, while at the same time leveraging conventional modeling & simulation tools including mechanical CAD, factory CAD, spreadsheets, math solvers, finite element analysis (FEA), discrete event solvers, and optimization tools.

This Part 1 presentation overviews the project context and several specific components. Part 2 focuses on manufacturing aspects including factory design, process planning, and throughput simulation.

This work is sponsored by several organizations including Lockheed and Deere and is part of the Modeling & Simulation Interoperability Team [2] in the INCOSE MBSE Challenge (with applications to mechatronics as an example domain).

[1] The X in MBX includes engineering (MBE), manufacturing (MBM), and potentially other scopes and contexts such as model-based enterprises (MBE).

[2] <http://www.pslm.gatech.edu/projects/incose-mbse-msi/>

### Citations

- RS Peak, CJJ Paredis, LF McGinnis (2009-04) Model-Based SE Using SysML—Part 1: Integrating Design and Assessment M&S. NDIA M&S Committee Meeting, Arlington, Virginia.

- LF McGinnis (2009-04) Model-Based SE Using SysML—Part 2: Integrating Manufacturing Design and Simulation. NDIA M&S Committee Meeting, Arlington, Virginia.

- Main team web page: - These publications:

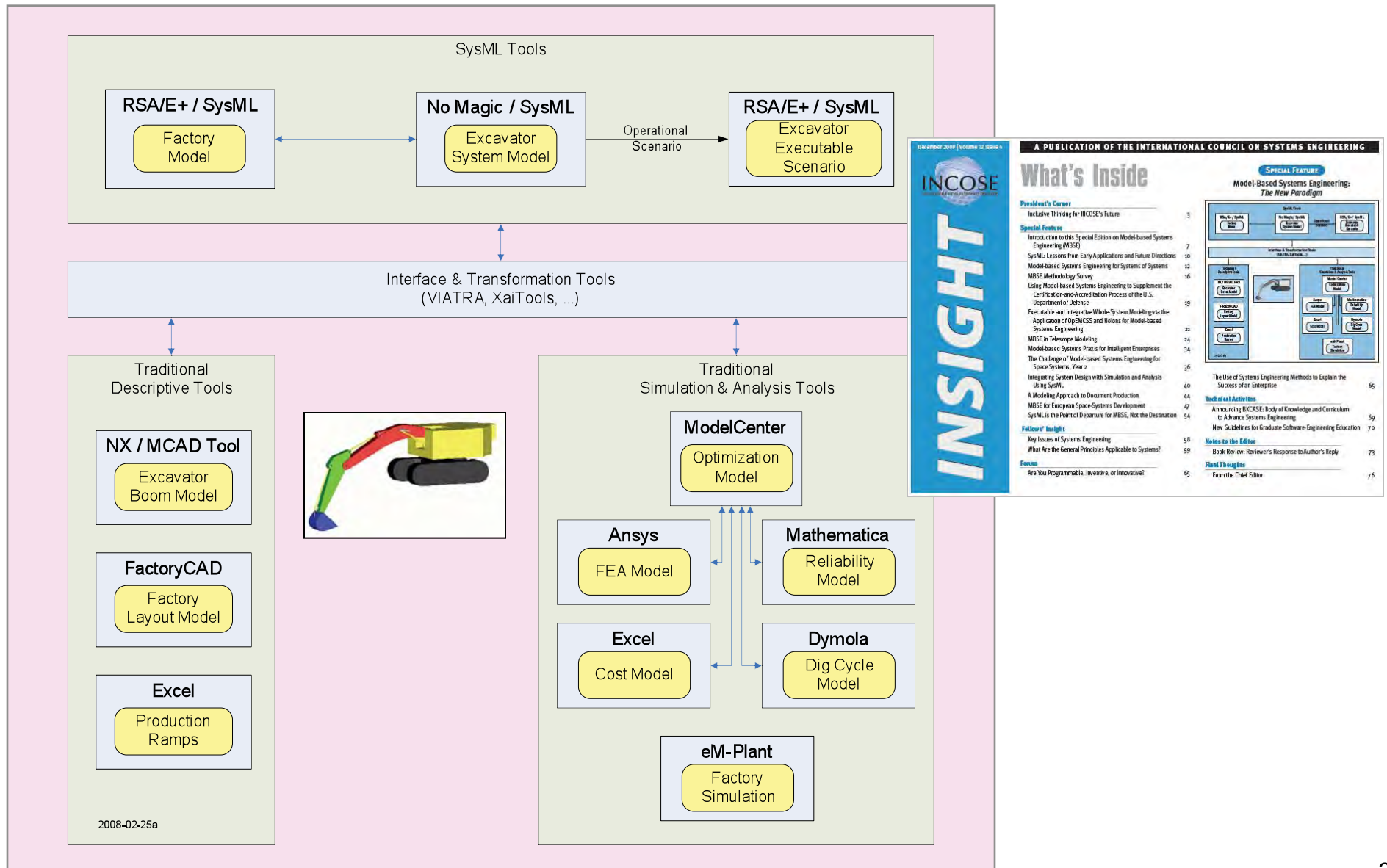
<http://www.pslm.gatech.edu/projects/incose-mbse-msi/> <http://eislabs.gatech.edu/pubs/seminars-etc/2009-04-ndia-ms/>

### Contact

Russell.Peak@gatech.edu, Georgia Institute of Technology, Atlanta, [www.msl.gatech.edu](http://www.msl.gatech.edu)

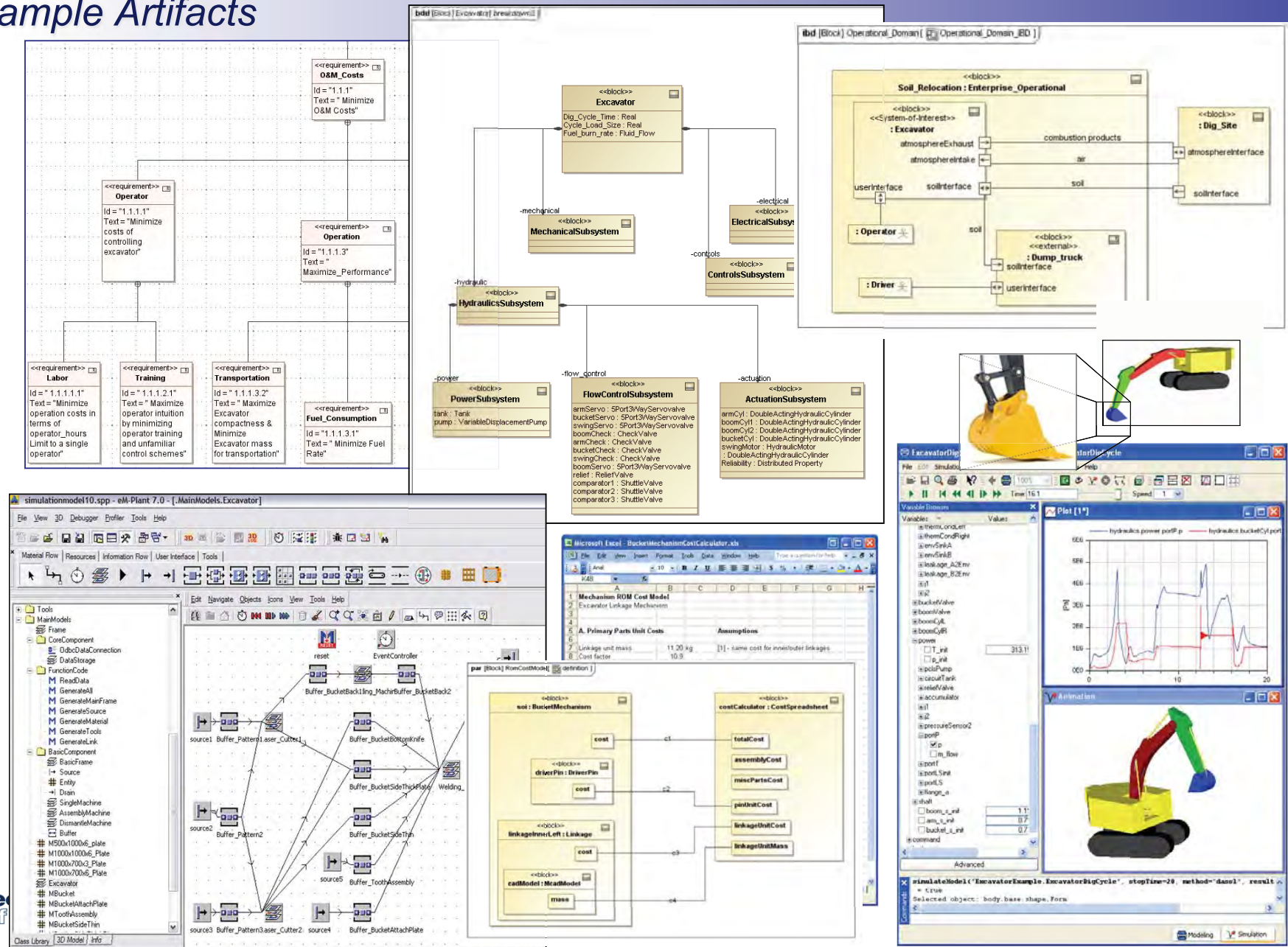
# Excavator Modeling & Simulation Testbed

## Tool Categories View



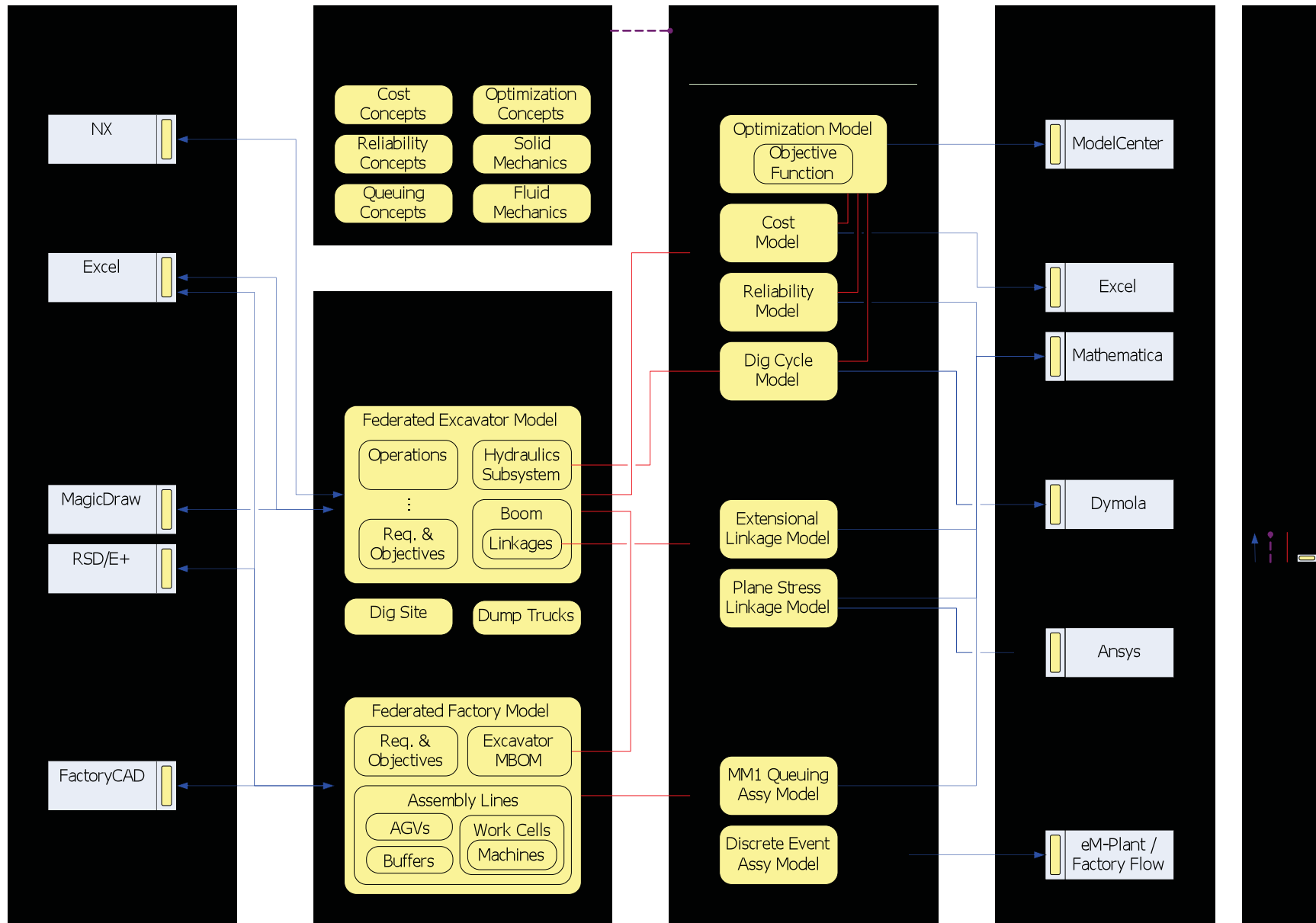
# Excavator Modeling & Simulation Testbed

## Sample Artifacts



# Excavator Modeling & Simulation Testbed

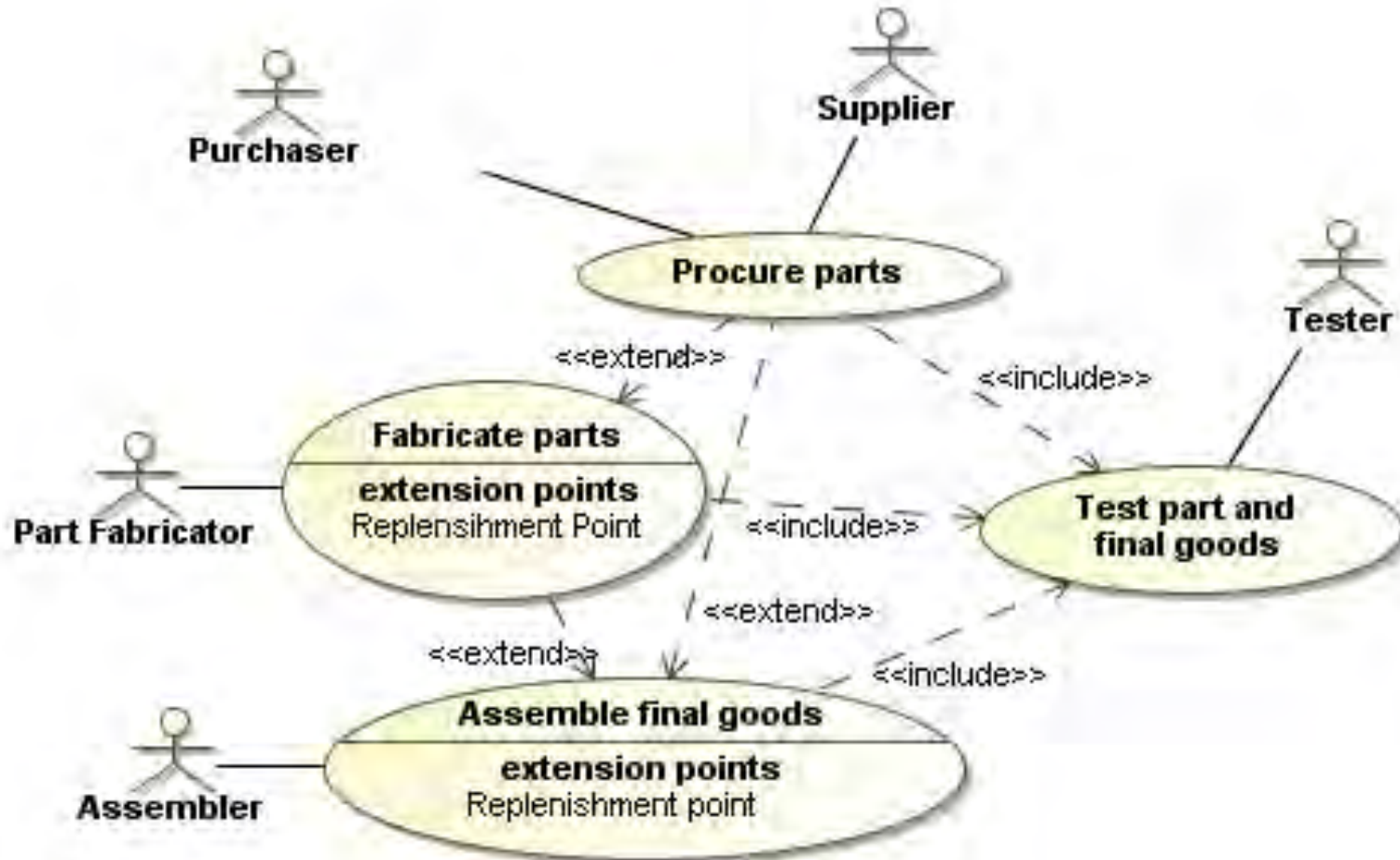
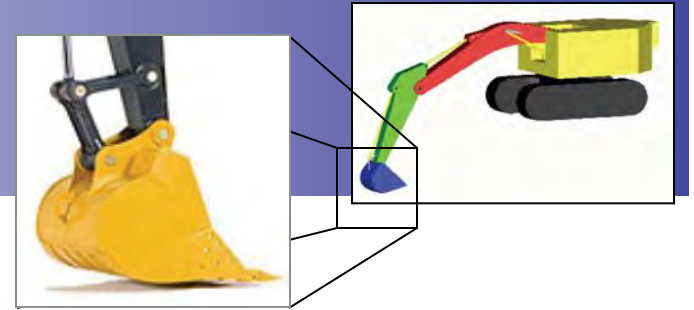
*Interoperability Patterns View (MSI Panorama per MIM patterns)*





# Manufacturing Use Cases

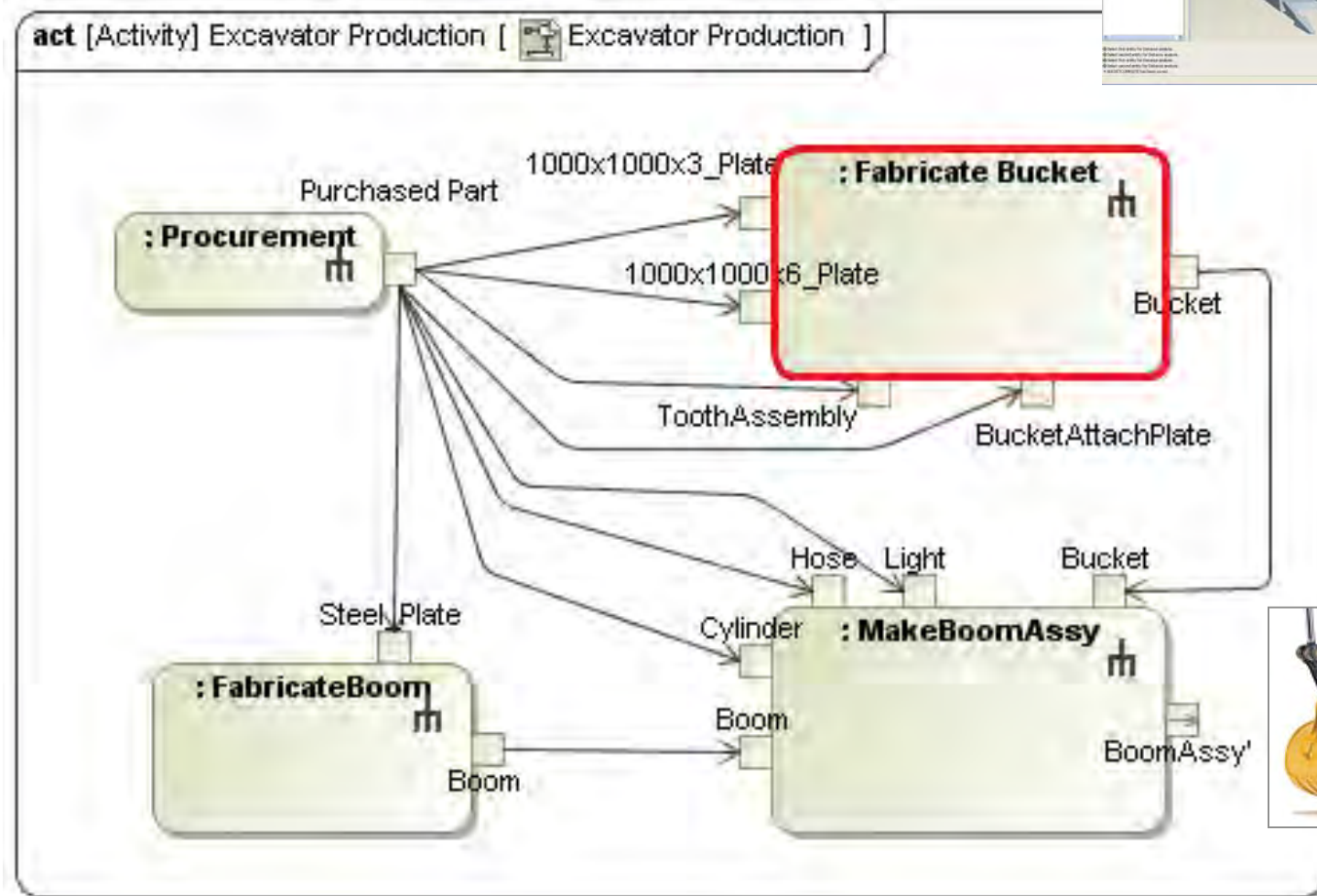
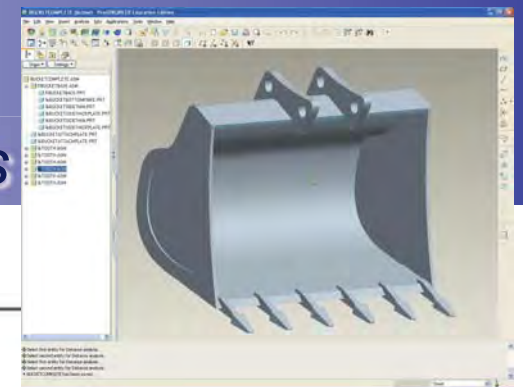
[McGinnis et al.]



# Process Planning Model

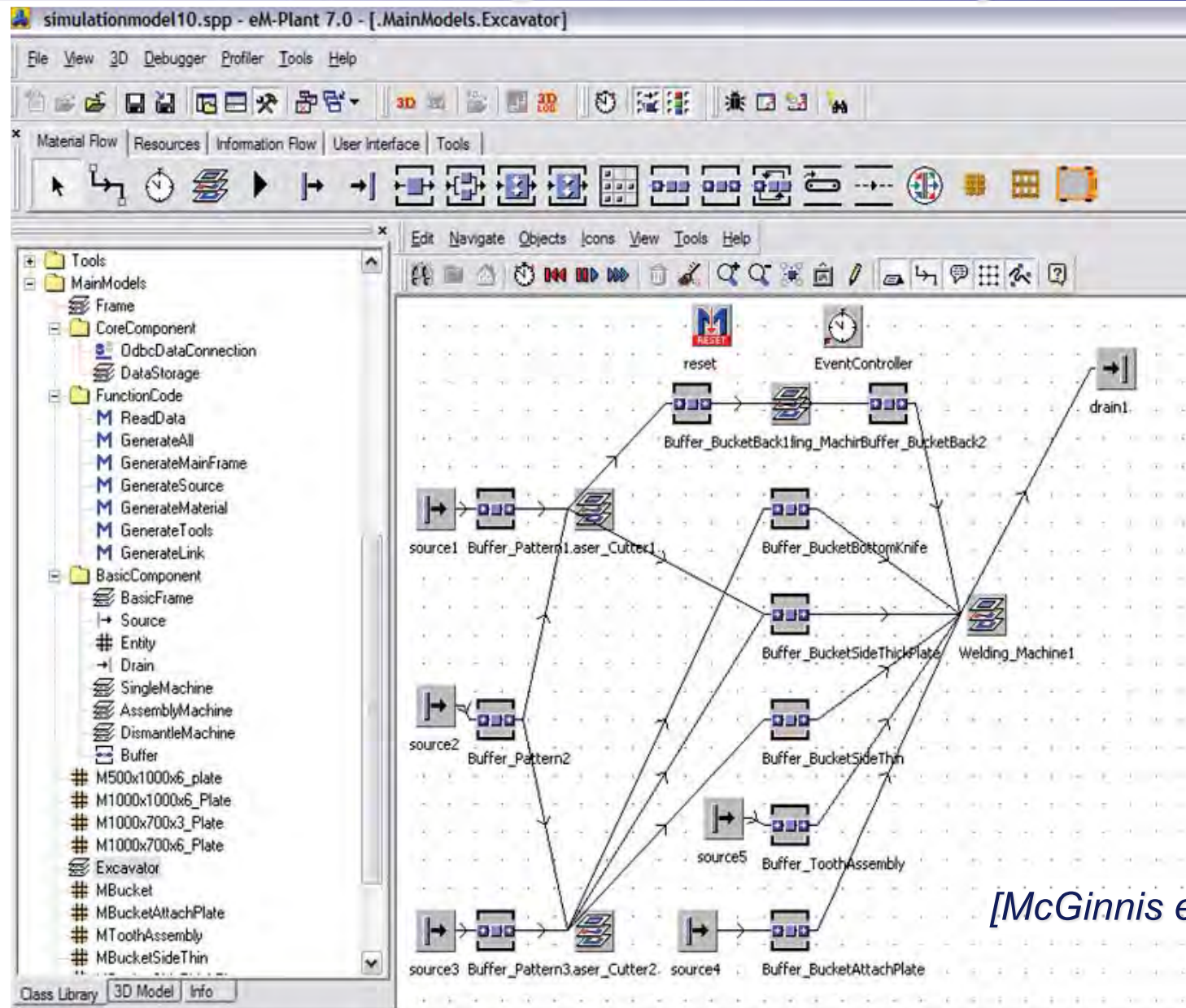
*Functional modeling style using SysML activities*

[McGinnis et al.]



# eM-Plant Simulation

*Discrete event model auto-generated from SysML*



[McGinnis et al.]



# Exploration of System Architectures

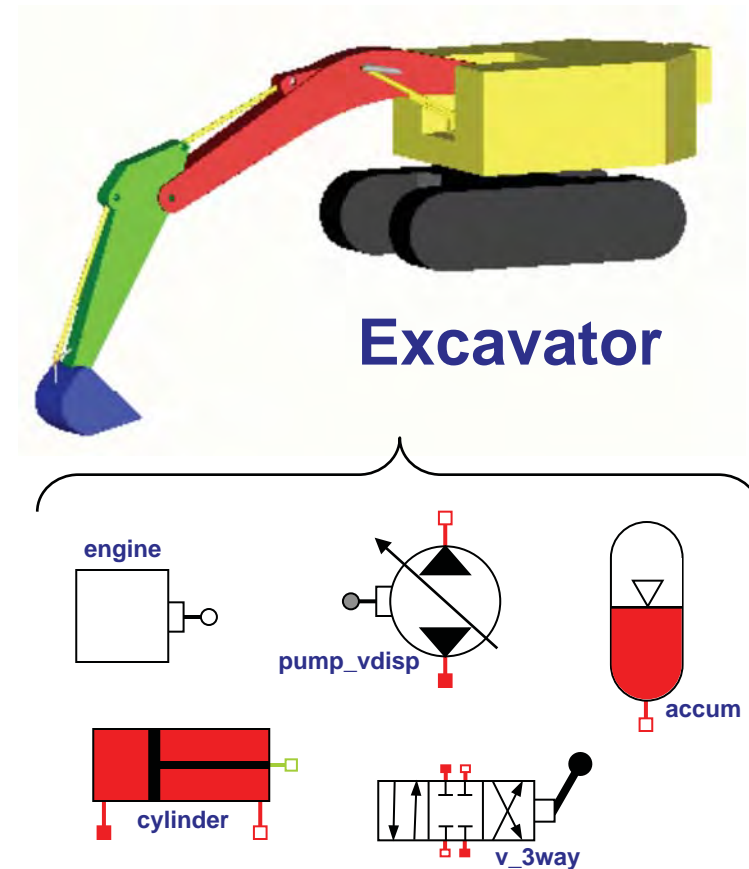
## Problem Statement

### Given:

- Component models
- Objectives / preferences

### Find:

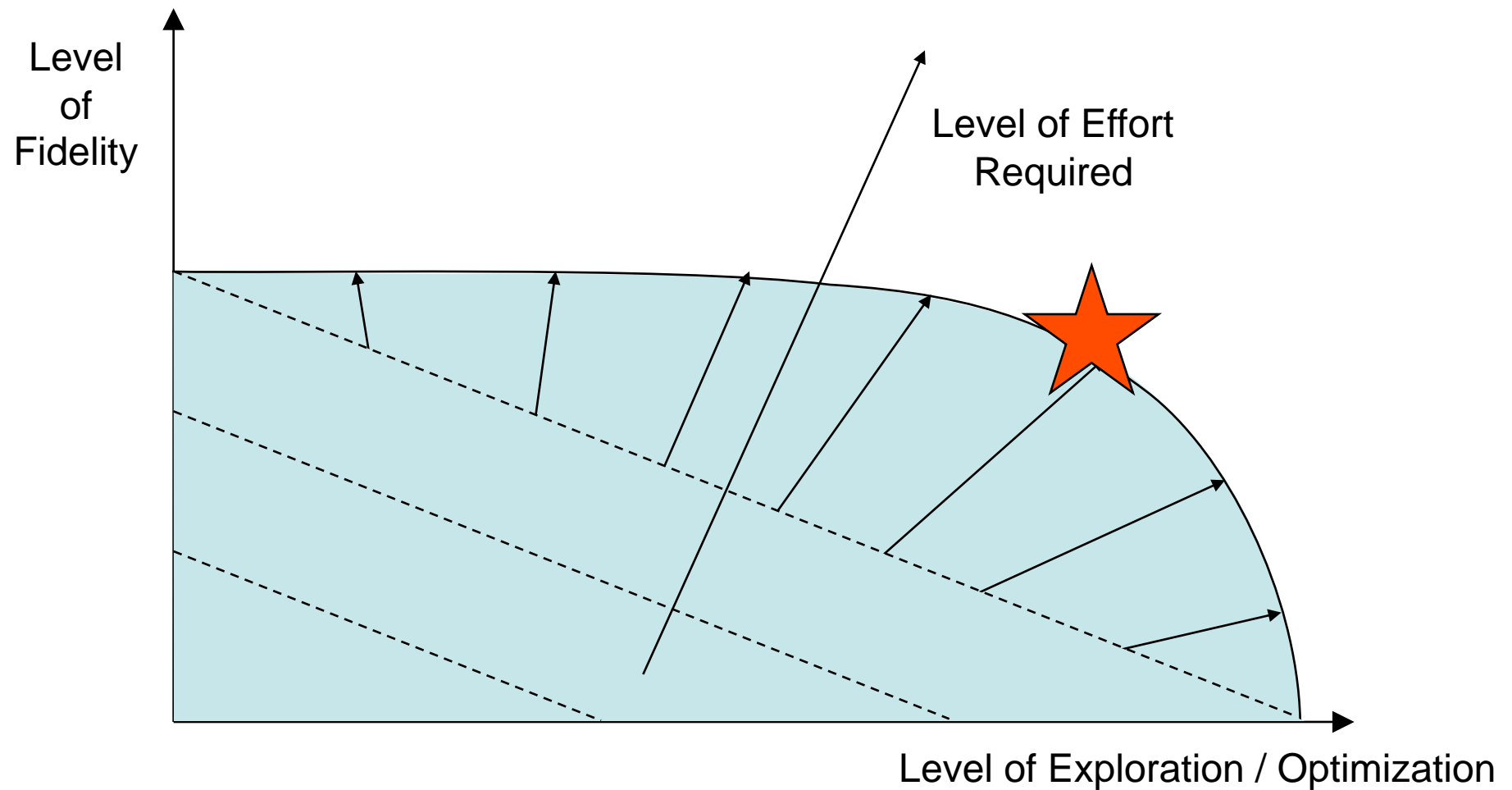
- Best system architecture
- Best component parameters
- Best controller



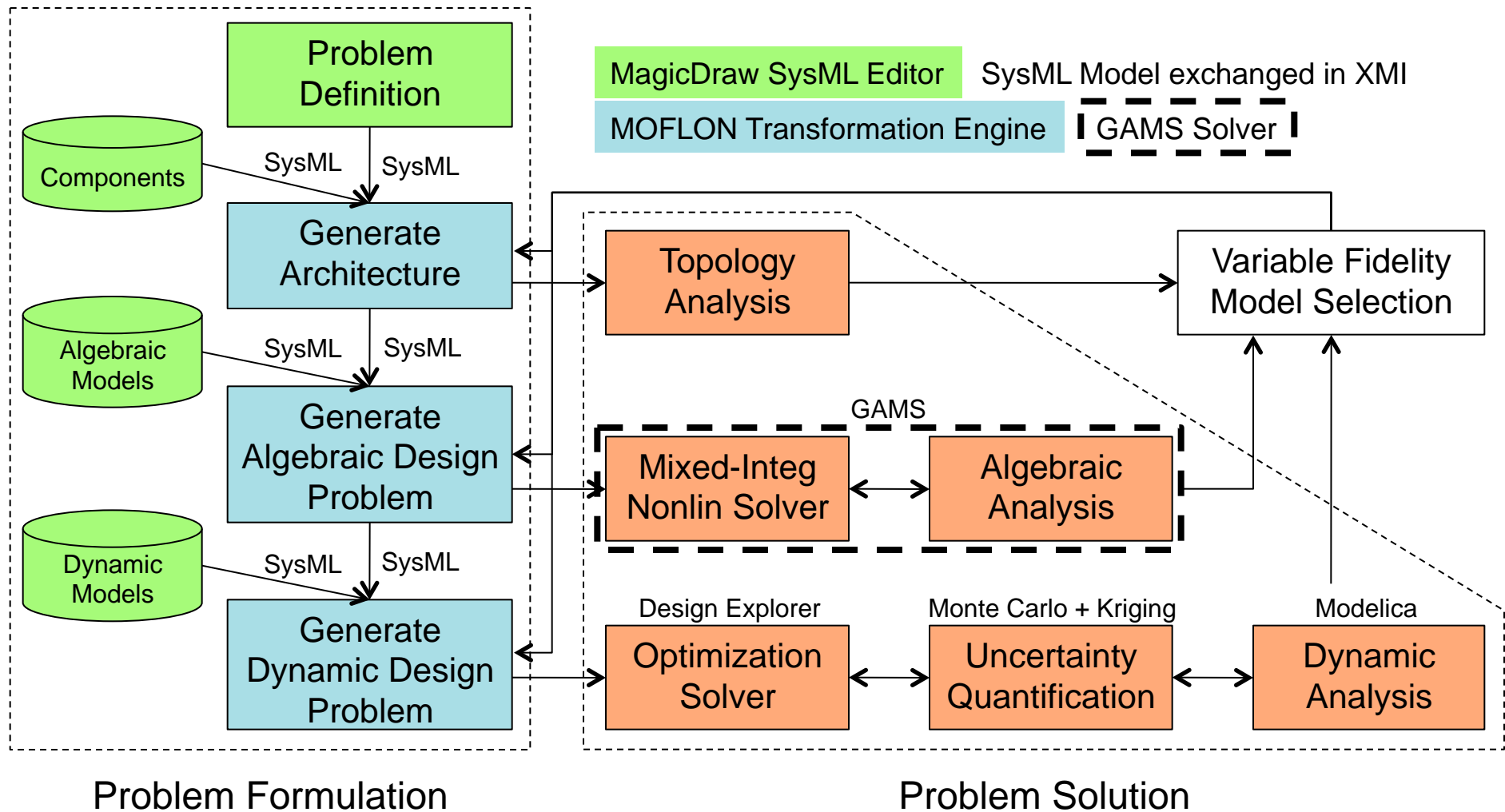
*How to connect and size these?*

# Designer's Dilemma

## M&S Risk/Benefit vs. Cost




# Architecture Exploration Framework



*Both Problem Formulation and Problem Solution phases are implemented in ModelCenter*



- 



- ◆ Mechanical part design and analysis (FEA)

➡ Wind turbine supply chain management

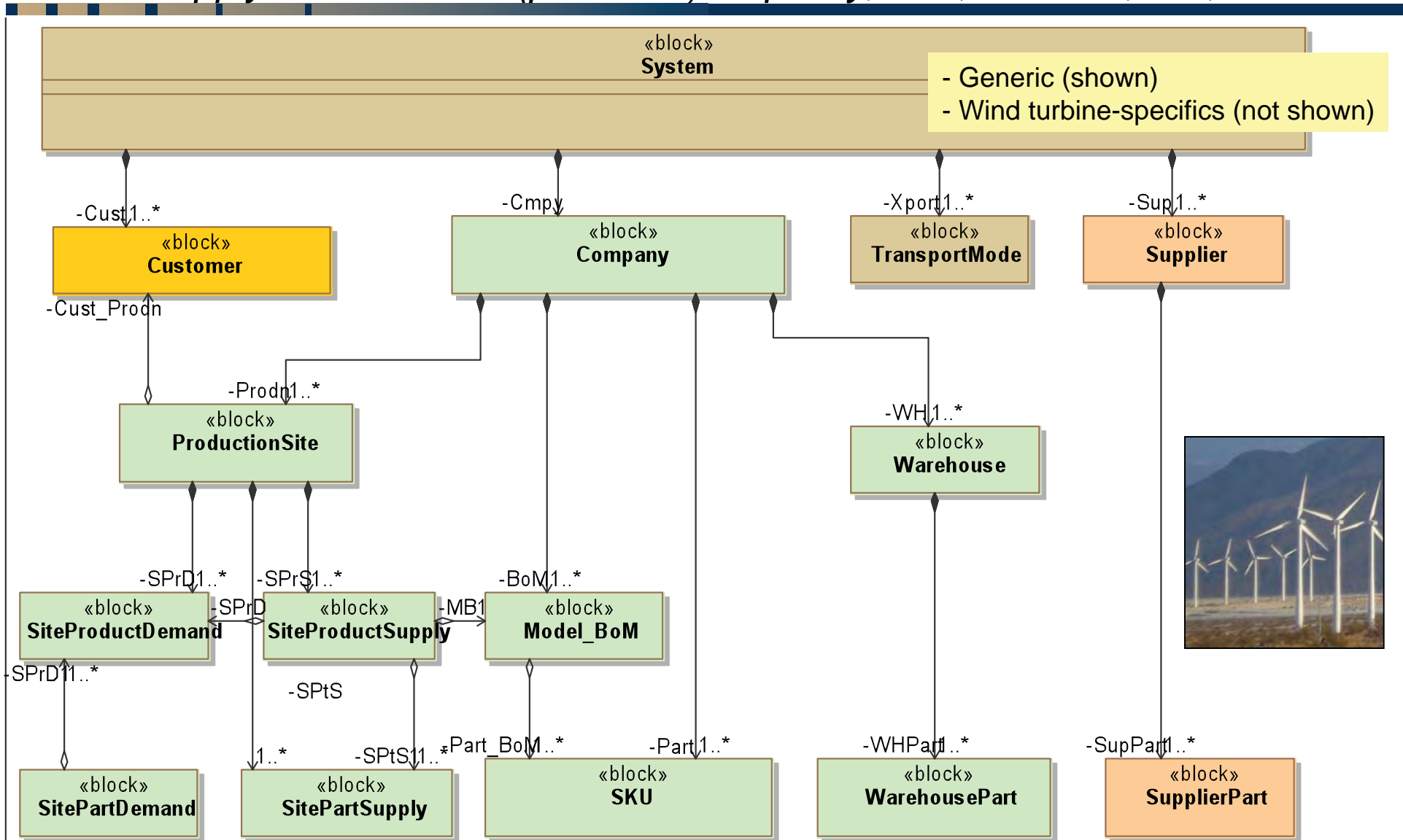
- Next-Generation  
Spreadsheet Technology++  
(object-oriented, multi-dimensional, ...)*



## SysML and MBSE:

# SysML Model: Global Supply Chain Mgt. & Optimization

*supply chain metrics (per-week): capacity, cost, lateness, risk, ...*

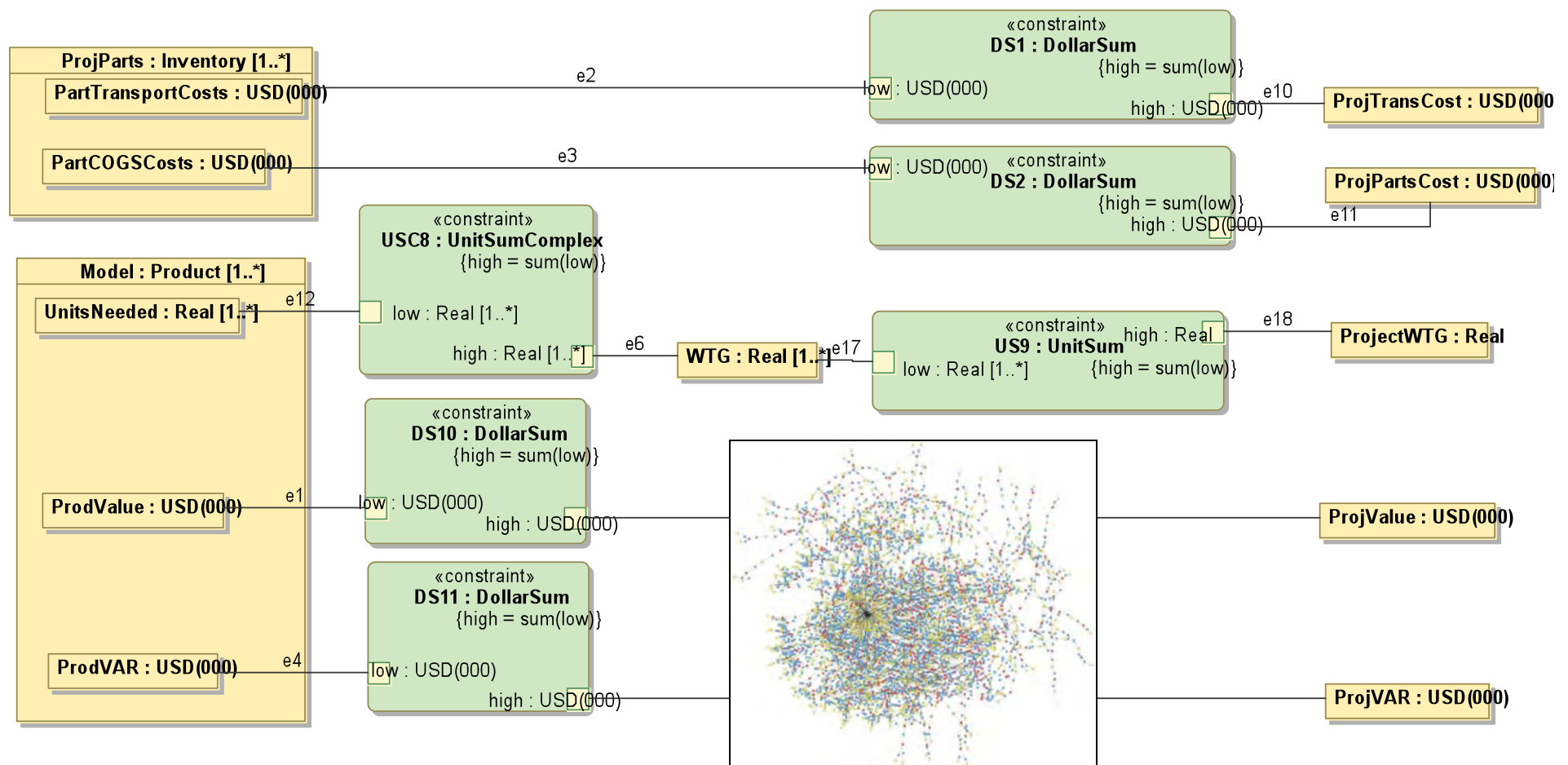




# Supply Chain Model – SysML Parametrics

## Connect to Optimization Models, Compute Value-at-Risk

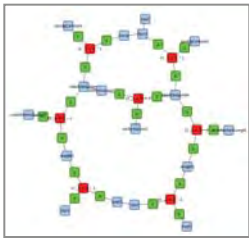
*Ex. Given 100's of product orders and sourcing plans for the next 12 months, what percent of my business is at-risk if Supplier X does not deliver, or if Part Y becomes obsolete?*



# Model “DNA Signatures” Using SysML Parametrics

Panorama Tool by Andy Scott (Undergrad Research Asst.) and Russell Peak (Director, Modeling & Simulation Lab)  
Examples as of ~9/2009 — Low/Medium Complexity

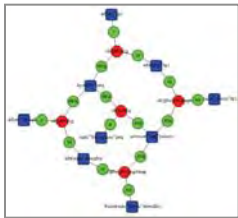
*a. Snowman*



*e. Cactus*



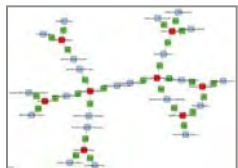
*b. Mini Snowman*



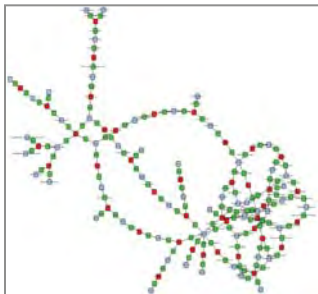
*f. ?*



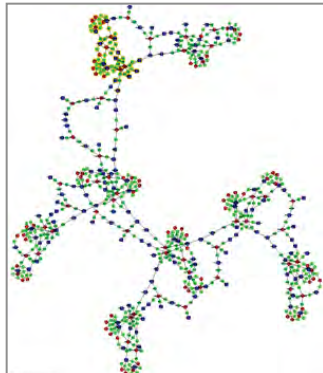
*c. Snowflake*



*d. Mouse*



*g. Robot*



**Test:** Match the actual model titles (below) to their “DNA signatures” with imagined titles (left).

\_\_\_**g**\_\_\_ 1. South Florida water mgt. (hydrology) model

\_\_\_**a**\_\_\_ 2. 2-spring physics model

\_\_\_**e**\_\_\_ 3. 3-year company financial model

\_\_\_**c**\_\_\_ 4. UAV road scanning system model

\_\_\_**b**\_\_\_ 5. Car gas mileage model

\_\_\_**d**\_\_\_ 6. Airframe mechanical part model

\_\_\_**f**\_\_\_ 7. Design verification model  
(automated test for two Item 6. designs)

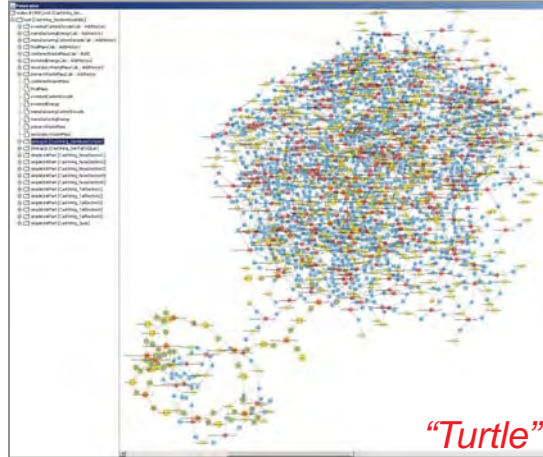
# Recent Models: ~Medium Complexity

supply chain metrics



*"Galaxy with Black Hole"*

mfg. sustainability: airframe wing



*"Turtle"*

electronics recycling network



*"Tumbleweed"*

mfg. sustainability: automotive transmissions



*"Turtle Bird"*



*"Angler Fish"*

# SysML/MBSE Curriculum & Formats

Statistics as of Sept 2010 — [www.pslm.gatech.edu/courses](http://www.pslm.gatech.edu/courses)

- ◆ Full-semester Georgia Tech academic courses
  - ISYE / ME 8813 & 4803: Since Fall 2007 (~95 students total)
- ◆ Industry short courses
  - Collaborative development & delivery with InterCAX LLC
  - Multiple [offerings,~students] and formats since Aug 2008
    - » SysML 101 [14,~260]; SysML 102 (hands-on) [12,~205]
  - Modes:
    - » Onsite at industry/government locations
    - » Open enrollment via Georgia Tech (Atlanta, DC, Orlando, Vegas, ...)
    - » Web-based “live” since Apr 2010
  - Coming soon: 201/202, 301/302 (int/adv concepts, OCSMP prep, ...)
- ◆ Georgia Tech Professional Masters academic courses
  - Professional Masters in Applied Systems Engineering  
[www.pmase.gatech.edu](http://www.pmase.gatech.edu)
  - ASE 6005 SysML-based MBSE course - Summer 2010
  - ASE 6006 SE Lab (SysML-based system design project) - Fall 2010

# Contents

- Introduction
- Selected SE-related efforts
  - Professional Masters in SE (PMASE)  
*Bishop, et al.*
  - Tennenbaum Institute (TI)  
*Bodner, Rouse, et al.*
  - GTRI SE Initiative  
*Ender, et al.*
  - Aerospace Systems Design Lab (ASDL)  
*Mavris, et al.*
  - Model-Based SE Center (MBSEC)  
*McGinnis, Paredis, Peak, et al.*

*See also our work  
in RT16 and RT25*

*See also our work  
in RT21 and RT24*



- Summary



# Georgia Tech as part of SERC



- Pleased with collaboration in SERC to date
- Looking forward to new opportunities in SERC together

